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SECURITY INFORMATION

REPORT NO. [REDACTED] 436

COUNTRY Germany (Soviet Zone)

TOPIC Changes in the Status of the Locomotive Columns

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

DATE OF CONTENT see below

DATE OBTAINED 17 July 1951 25X1A DATE PREPARED 24 August 1951

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. &amp; TYPE) [REDACTED]

REMARKS [REDACTED]

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1. Source learned from the foremen of a brigade locomotive that as of 1 July 1951 locomotive columns, which were all type 52 locomotives, were stationed as follows:

Location	Column No	Utilization	Number of Locomotives
Ducherow	13	kept cold	30
Blumenhagen	12	kept cold	30
Ruednitz	3	kept cold	30
Beeskow	7	kept cold	30
Strasburg/Uckermark	6	kept cold	30
Hoyerswerda	11	operational	30
Cottbus	10	operational	30
Frankfurt/Oder marshaling yard	-	operational	130 (1)

The locomotives which are kept cold are no longer assigned to the Directorate General, Railroads, Berlin, but as with the operational column locomotives, they are controlled exclusively by the SCC Transportation Division in Karishorst. (2) Columns No 10 and 11 also operate through Frankfurt/Oder when on transit missions. (3)

2. The transfer of Locomotive Column No 3 from Ruednitz was completed on 5 July 1951. Part of the equipment was dispatched to Frankfurt/Oder, and part to the Dresden area. A total of 26 locomotives and 5 cabooses were affected by this transfer. Five locomotives were sent to Pankow railroad repair shop to be overhauled there. These measures indicate that the SCC has given permission to use at least part of these column locomotives for the World Youth Festival in Berlin. The original SCC order to have these locomotives parked at Kriezen was not carried out. (4)

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3. On 1 July 1951, it was observed that a detail of 3 chief conductors and 4 locomotive engineers left Angermuende for Frankfurt/Oder. The railroadmen said that they were detached to Frankfurt/Oder as replacements for railroadmen discharged there in connection with the recent screening of locomotive column personnel. (5)
4. In June and July 1951, source observed that locomotive brigades were being organized in Eisenach, Gerstungen and Vacha. Locomotive Brigade No 1 in Eisenach was equipped with 15 locomotives; Brigade No 2 in Gerstungen with 7 locomotives, and Brigade No 3 in Vacha with 5 locomotives. Three locomotive personnel and three conductors had to be made available for each brigade locomotive. The personnel concerned had to submit to special technical and political examinations. (6)

**Comments.**

(1) These data confirm previous information. Not mentioned were the approximately 30 locomotives of type 52 of deactivated Locomotive Column No 9 kept as a reserve first in Uckro and after mid-May 1951 in Klinge, 10 km west of Forst. See [REDACTED]. The 130 locomotives stationed at the Frankfurt/Oder marshaling yard are the equipment of Locomotive Columns No 2, 4, 5, and 8 which are assigned to the Long-Distance Operations Office-East. See [REDACTED]. The locomotives of Locomotive Column No 3 in Ruednitz have been transferred in the meantime.

(2) A total of 376 column locomotives are available. They are carried in separate inventory lists. See [REDACTED].

(3) Locomotive Columns No 10 and 11 frequently also operate via Guben.

(4) The transfer of the locomotives of deactivated Locomotive Column No 3 from Ruednitz was [REDACTED].

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Until now, it had been believed that these locomotives would be parked in Wriezen. The information that they were transferred to Frankfurt/Oder and the Dresden area is received for the first time and requires confirmation. It is possible that some of these locomotives will be used in connection with the World Youth Festival. On the other hand, it was planned to establish a Long-Distance Operations Office-Southeast, near Dresden which was to handle Soviet transit traffic through Czechoslovakia, Hungary and Rumania. See [REDACTED]. Therefore, it would also be possible that the reported transfer of locomotives from Ruednitz to Dresden is connected with these plans.

(5) The unexpected exchange of column locomotive personnel in Frankfurt/Oder after 1 July 1951 was previously [REDACTED].

(6) The formation of these brigades is not believed to be connected with Soviet transit traffic through Poland. These locomotives may be used either in connection with the Berlin World Youth Festival, or for ~~interzonal~~ traffic which is maintained by a pair of express trains operating daily on the Frankfurt/Main-Zebra-Eisenach-Erfurt-Berlin line, or finally the whole measure may be designed to raise the work productivity of Soviet Zone railroad personnel on the basis of Soviet experiences. Such locomotive brigades are already in existence and used for intra-zonal traffic. They often carry the designation "Brigade of Excellent Quality."

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